

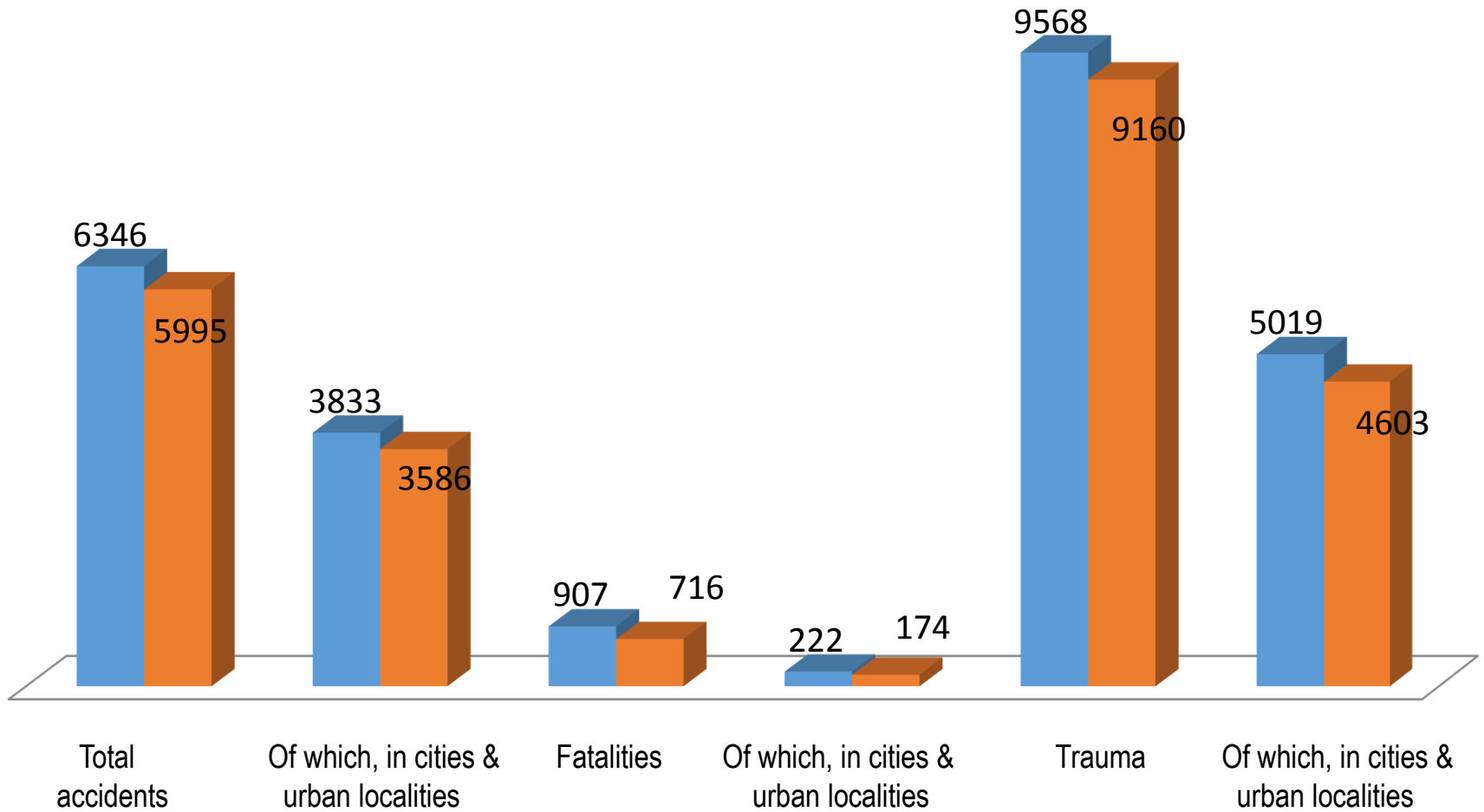
Road Crash Analysis as Component for the Road Safety Strategy Development in Kyrgyzstan

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for 2019-2023***

***4-day technical training workshop for making safer
roads, Kyrgyz Republic MTR KP – ADB***

Road crush statistics (2017 and 2018)

■ 2017 ■ 2018



Road crush types	Total reported		Resulting fatality		Resulting trauma	
	2017	2018	2017	2018	2017	2018
Vehicle collision	2291	2138	306	212	4805	4524
Vehicle overturn	546	471	154	132	1035	967
Collision with a pedestrian	2728	2607	324	277	2615	2519
Collision with a cyclist	121	109	11	9	111	106
Collision with a stationary object	415	400	98	59	677	659

Road accidents caused by drivers

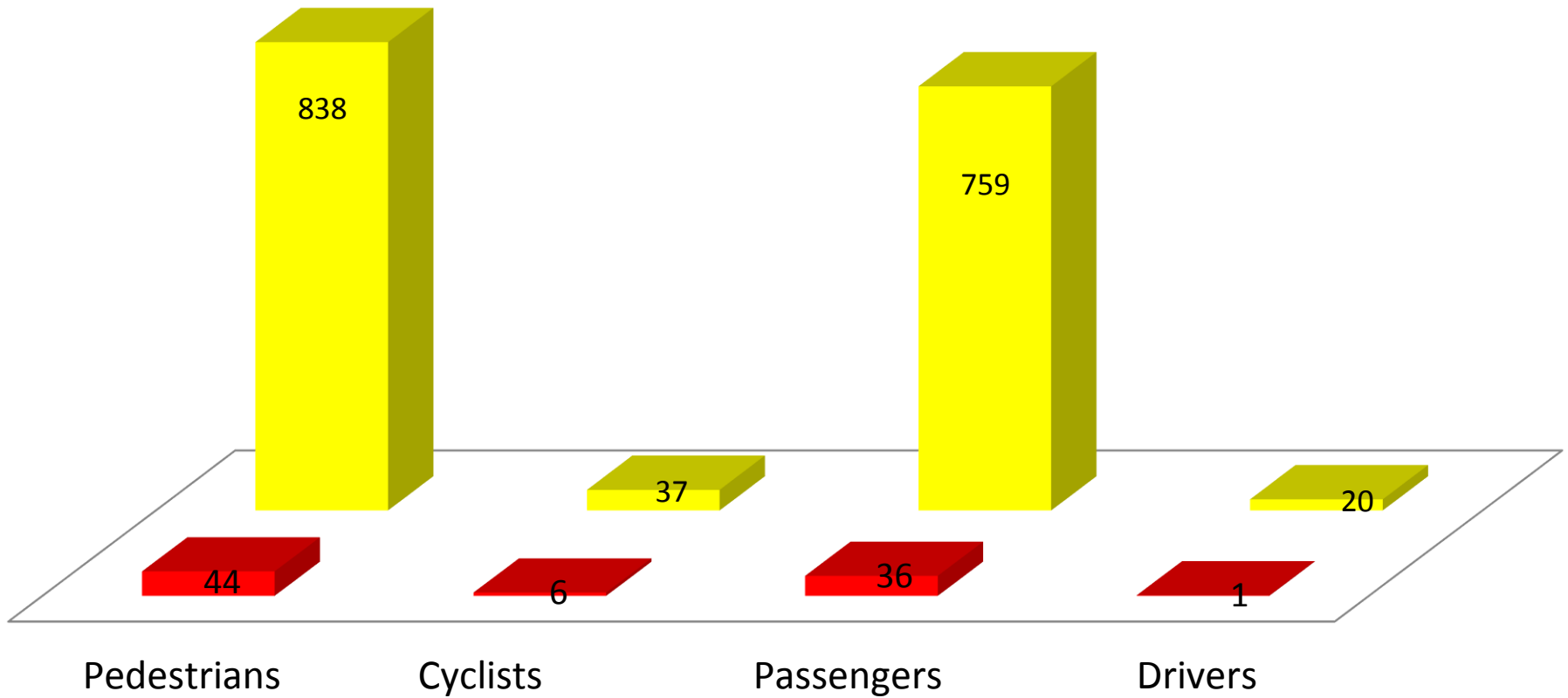
Reason	2018	2017	Variation in %
Speeding beyond posted speed	1605	1864	- 13,8%
Faulty maneuvering on the road	1461	1296	+12,7%
Driving onto the oncoming lane	525	628	-16,4%
Drink-driving	367	513	-7%
Incompliance with overtaking rules	363	361	+0,5%
Conscious violation of road rules (ignoring road signs)	356	337	+5,6%
Tailgating	248	258	-3,8%

Road accidents caused by pedestrians

Reason	2018	2017	Variation in %
Mid-block crossing	209	246	-15%
Violation of road rules by a pedestrian under the influence of alcohol	60	71	-15.5%
Darting-out	56	61	- 8.2%
Crush caused by a child violating the road rules when crossing the road (unattended)	26	39	-33.3%

Children's fatalities and trauma by their statuses

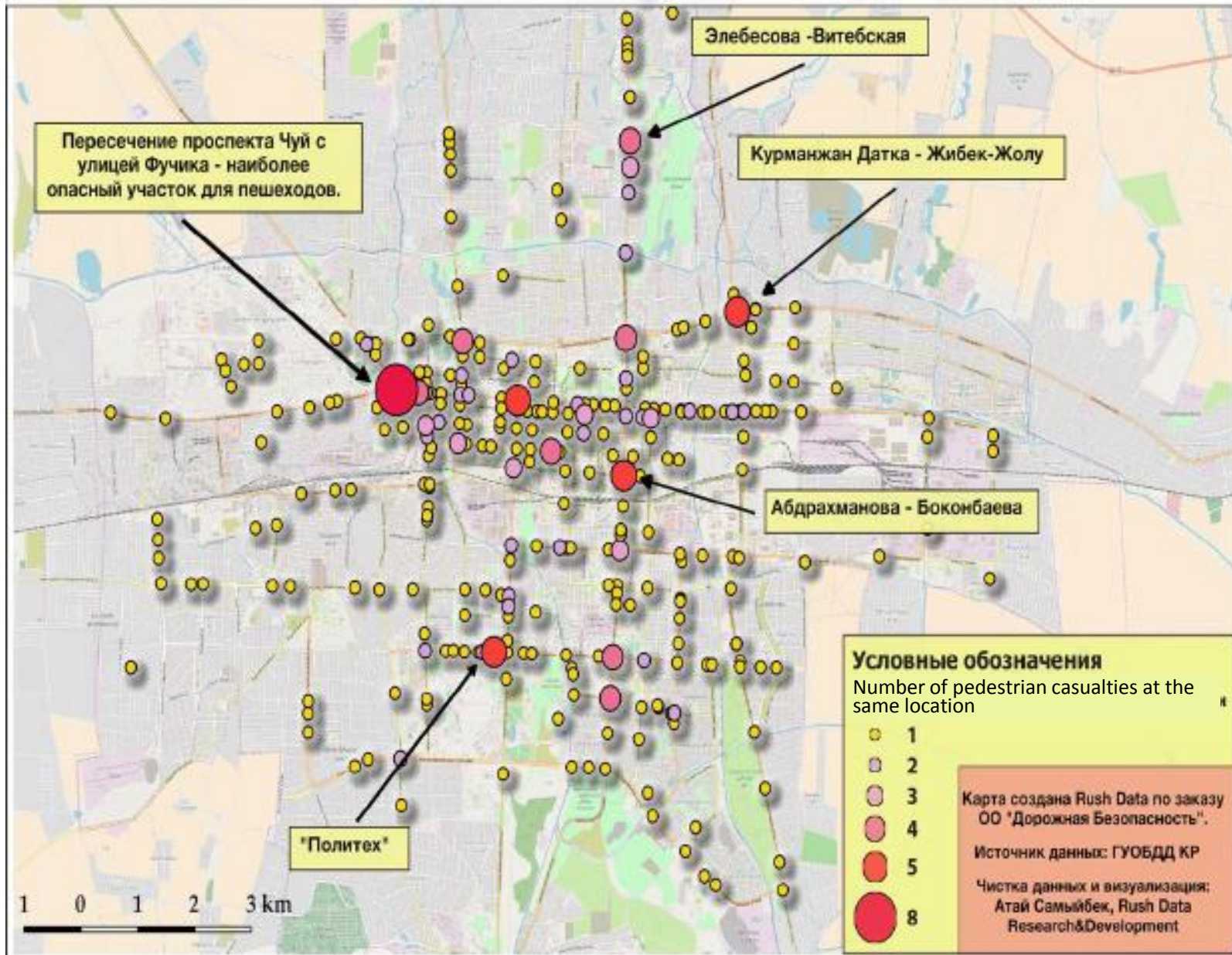
- Number of decedents
- Number of injured



RS in Bishkek: Blackspot locations

- In March 2018, a pedestrian safety survey has been conducted in Bishkek by the Eastern Alliance for Safe and Sustainable Transport (EASST), with financial support from the British Embassy, and in cooperation with the Highway Patrol Service, which produced a Bishkek Interactive Roadmap.
- This map identifies 15 intersections, where 1/8 (12.5%) of all pedestrian fatalities and injuries occurred in Bishkek over 2017.
- The survey shows that pedestrians account for 48.6% of all road crash fatalities.
- Nine out of ten casualties occur during the months of October through February, when the dark hours are the longest, and weather is not so good.

Map of Road Crush Locations around Bishkek in 2017



Draft Road Safety Strategy of the Kyrgyz Republic for 2019-2023

- Road Safety Strategy is regarded as the part of the national public safety and integral part of the Kyrgyz Republic's sustainable development model.
- **Objective of the Strategy:** To ensure safety improvement for all road users in the Kyrgyz Republic, and reduce the level of road crash deaths and injuries by 30% by the year 2023.

Infrastructural causes for poor road safety performance

- The Strategy states that one of the key problems causing road crashes (and their severity) is a **poor quality of road infrastructures**.
 - A) There is a substantial deficit in road signs, road signals and other necessary equipment.
 - B) There are no statutory requirements on safety standards and risk assessment methods, and there is no regulation on road safety audits; as a consequence, these bring about poor safety performance of the new roads and secondary costs for the subsequent repair of a new road.
- National road design and construction/ reconstruction standards are obsolete in terms of the RS principles, **failing to take into account the interests of all road users** (they fail to ensure unobstructed passage of ambulance vehicles to the persons injured in a crash, fail to guarantee a free passage of public conveyances, as well as a safe/protected movement of non-motorized road users).

Draft Strategy: proposed measures

- To achieve the objective of the Road Safety Strategy in the Kyrgyz Republic, the following priority directions have been identified:
 - Road safety management
 - Safer road infrastructures
 - Safer vehicles
 - Road users' safety, including changing attitudes and behaviors of the road users.
 - Post-crash emergency response.
- **Pillar 2. Modernize road infrastructure and reduce its effects on road crashes**
- *Strategic task 2.1. Improve regulatory framework and law enforcement for the modernization of road infrastructure*